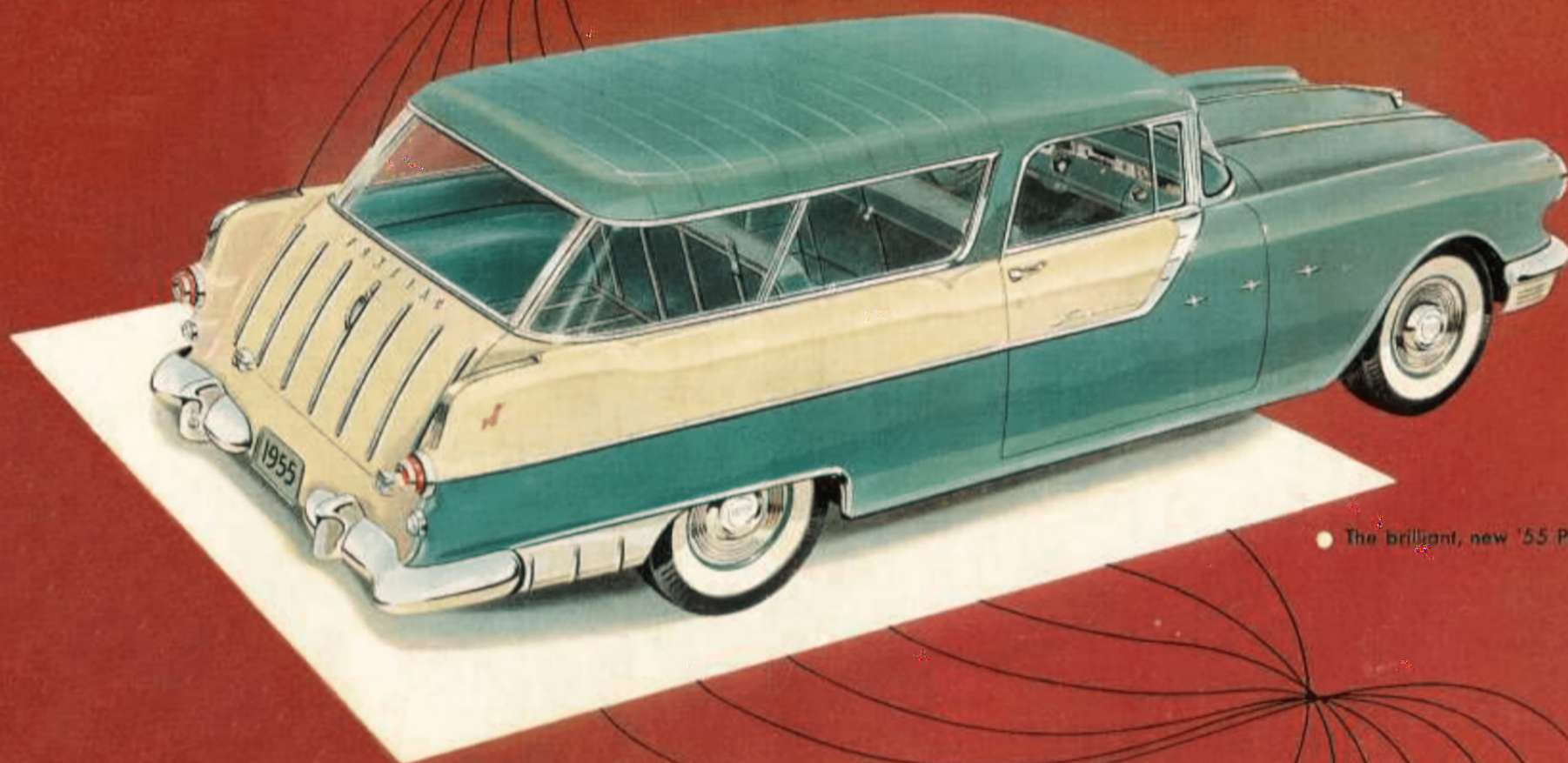


p o n t i a c

STATION
America's smartest WAGONS new, double-duty automobiles!



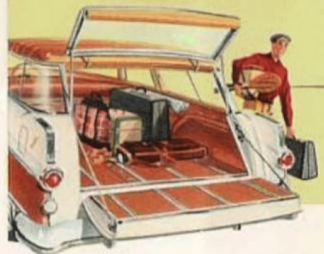
• The brilliant, new '55 Pontiac Safari

world's brightest new motoring idea . . .

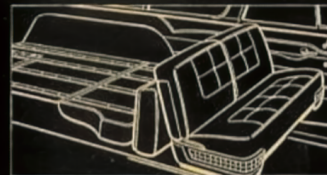
the inspiring new 1955

Pontiac Star Chief

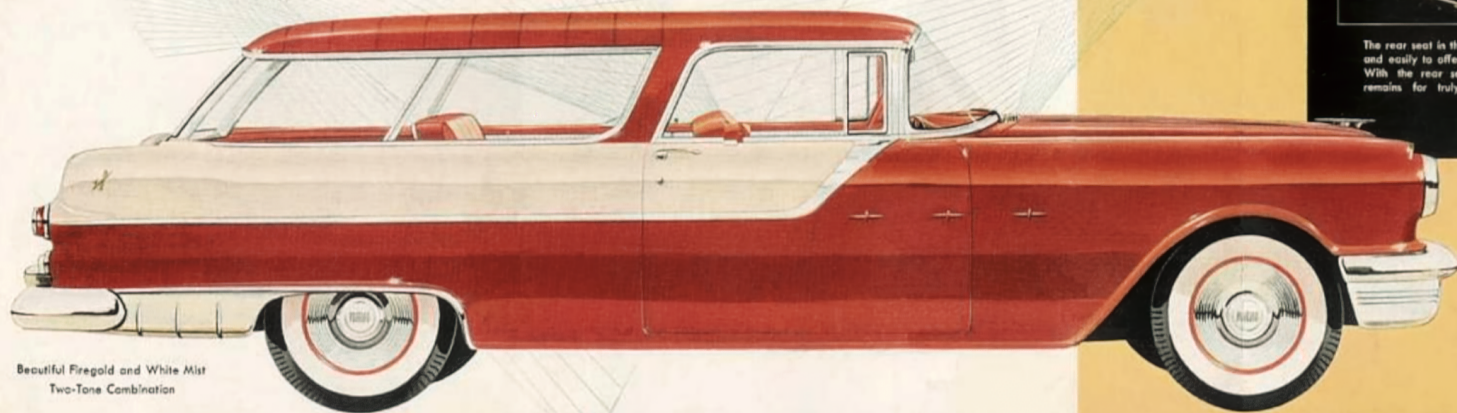
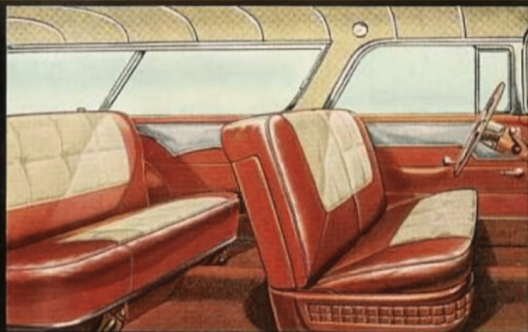
Safari



LUXURIOUSLY STYLED yet practical in every way!



The rear seat in the new Pontiac Safari folds quickly and easily to offer over six feet of carrying space. With the rear seat upright, over four feet still remains for truly remarkable loading capacity.



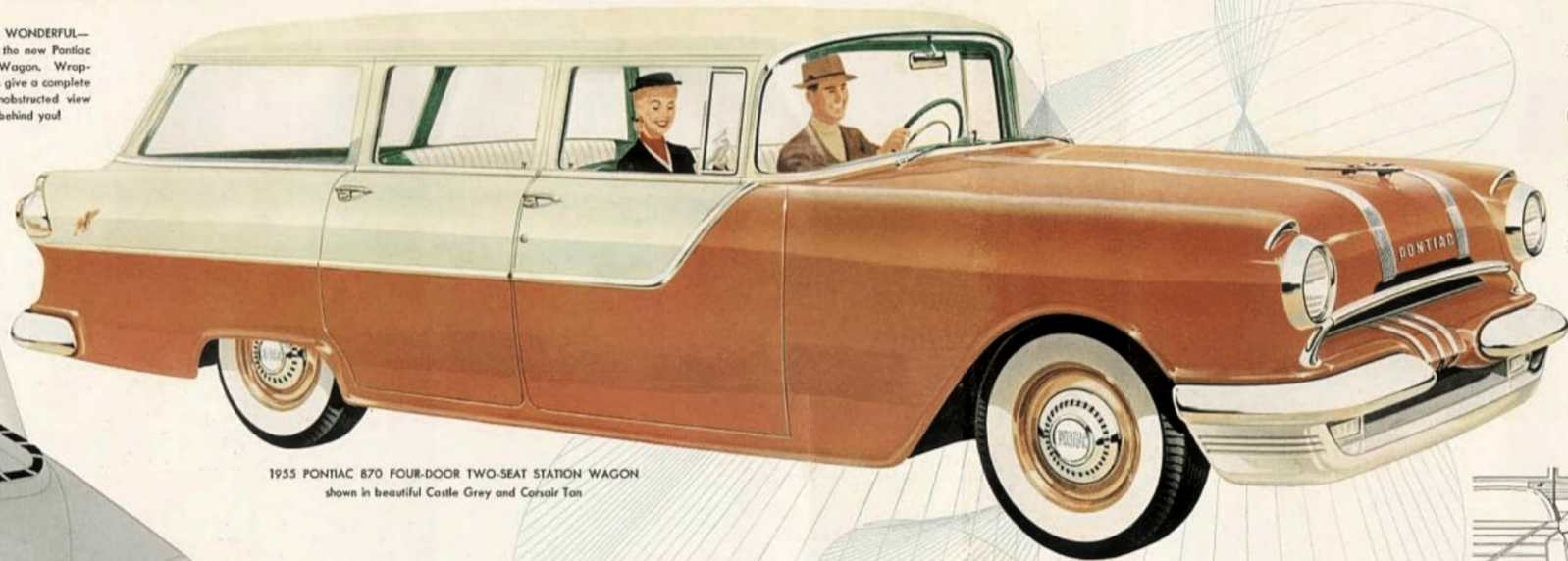
Beautiful Firegold and White Mist
Two-Tone Combination

Americans are on the move to a whole new era of modern living through the magic of science! And leading the way in this wonderful new pattern of life is the magnificently beautiful '55 Pontiac Safari. Obviously years ahead in styling, the Safari with Pontiac's great Strato-Streak V-8 engine offers the most complete motoring freedom and versatility of any car ever designed. Built on a comfort-assuring 122-inch wheelbase, this newest-of-all cars gracefully chauffeurs you about in elegant style to

even the most elite social occasions. Then, in a few moments, the remarkable new Safari cleverly converts to a completely practical carrier.

Offered in solid Turquoise Blue, Firegold or Driftwood Beige, also two-tone combinations of Turquoise Blue and White Mist, Firegold and White Mist or Driftwood Beige and Polo White; with the Turquoise Blue-White Mist, Firegold-White Mist combinations reversible. Interiors are available in harmonizing two-tone, top-grain leather or leather and nylon-faced fabrics.

THE VIEW IS WONDERFUL—
out the rear of the new Pontiac
870 Station Wagon. Wrap-
around windows give a complete
and virtually unobstructed view
of all the road behind you!

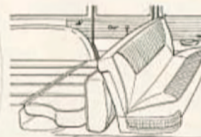


1955 PONTIAC 870 FOUR-DOOR TWO-SEAT STATION WAGON
shown in beautiful Castle Grey and Corsair Tan

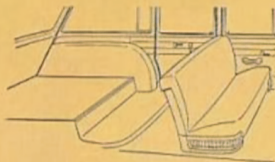
Pontiac seems to have the golden touch when it
comes to automobile design. For here in the dramatic
6-passenger 870 is fabulous beauty never before
seen in a station wagon. But remember, the flowing,
futuristic body lines are only part of the story of
this downright practical automobile. See and drive
Pontiac's Strato-Streak V-8 powered 870 now!

HERE'S THE INSIDE STORY!

From the lovely and highly durable upholstery to the dramatically color-keyed interior trim, the Pontiac 870 offers beauty rarely matched in even the most expensive automobiles. Shown below, the green and ivory upholstery option (red and ivory option not shown) that contrasts smartly with the forty-six beautiful exterior color choices. And shown, lower left, is the second seat in folded position which allows over 6 feet of floor space . . . over 4 feet remains with the second seat upright.



Great beauty and practicality go hand in hand with Pontiac's versatile **870** STATION WAGON



Over 7 1/2 feet of floor space is yours simply by removing the two rear seats of the 860 Four-Door Station Wagon. With just the rear seat removed, over 4 feet still remains for a large carrying area. With the second seat of the smart 860 Two-Door Station Wagon folded (interior not shown), over 6 feet of floor space is available for pay loads, over 4 feet with the second seat upright.

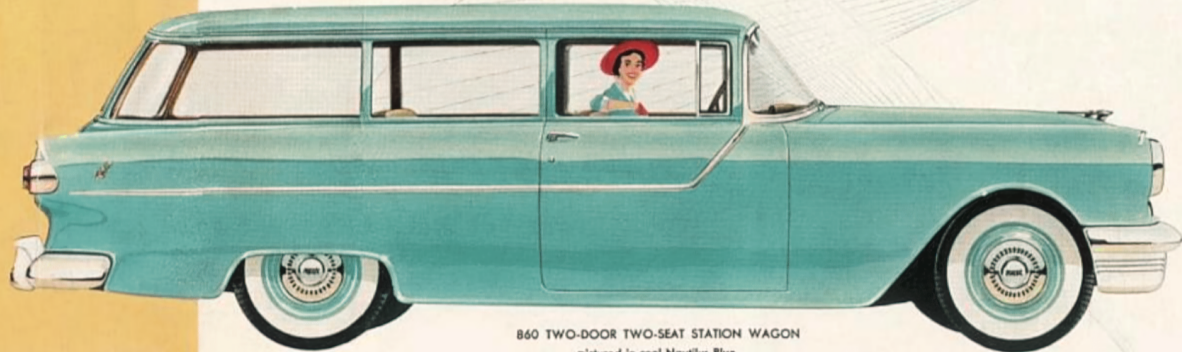
Here's the perfect combination of beauty and durability! Brown and tan simulated leather upholstery shown (red and ivory or green and ivory optional) has a wearing quality that is hard to match... yet retains its handsome good looks with even the roughest treatment. Illustrated at the right is the interior view of the versatile 860 Four-Door Station Wagon with three seats in position.



Pontiac 860 STATION WAGONS offer beauty, versatility and value never priced so low!



860 FOUR-DOOR THREE-SEAT STATION WAGON
shown here in glorious Bolero Red



860 TWO-DOOR TWO-SEAT STATION WAGON
pictured in cool Nautilus Blue

Which is your choice? The sleek two-door, two-seat 860 Station Wagon? Or is it the beautiful and versatile four-door, three-seat 860 Wagon? Which of the two you prefer is a matter of personal opinion. One thing that is not an opinion but a proven fact is that in these two fine automobiles, both powered by Pontiac's sensational new Strato-Streak V-8 engine, you'll find your very best dollar-for-dollar Station Wagon values. Drive them and prove it to yourself.

Facts and figures that point out
the truly remarkable value of
Pontiac Station Wagons
for 1955

1955 Pontiac 870 Station Wagon

Powerful Strato-Streak V-8 engine with 8.0:1 compression ratio; maximum brake horsepower 180 at 4600 rpm, maximum torque 264 lbs.-ft. at 2400 rpm. Optional 4-barrel carburetor system raises horsepower to 200 at 4600 rpm, maximum torque to 278 at 2800 rpm. 12-volt electrical system with 9-plate battery. Rugged four-way cantilever X-member frame. Vertical king pins, parallel rear springs. Recirculating ball steering with over-all ratio of 25:1. Hotchkiss Drive. 12-in. front brakes, 11-in. rear brakes. Synchromesh transmission standard, Hydra-Matic optional. Low-pressure, tubeless, 7:60 x 15 tires standard. All-steel Body by Fisher. Push-button inside door locks. Crank-operated Ventipanes. Automatic interior dome lighting. Arm rest on front doors. Over-all length: tail gate open, 214.7 inches; tail gate closed, 202.9 inches. Over-all height: 61.0 inches with passengers. Loading space back of front seat: length at floor with rear seat folded, gate closed, 74.6 inches; length at floor with rear seat upright, tail gate closed, 50.5 inches. Tail gate opened adds 21.4 inches to length of floor. Width loading space opening (mean), 42.6 inches.

1955 Pontiac Safari

Super-powered Strato-Streak V-8 engine with 8.0:1 compression ratio; maximum brake horsepower 180 at 4600 rpm, maximum torque 264 lbs.-ft. at 2400 rpm. Optional 4-barrel carburetor system raises horsepower to 200 at 4600 rpm, maximum torque to 278 at 2800 rpm. 12-volt electrical system with 9-plate battery. Rugged four-way cantilever X-member frame. Vertical king pins, parallel rear springs. Recirculating ball steering with over-all ratio of 25:1. Hotchkiss Drive. 12-in. front brakes, 11-in. rear brakes. Synchromesh transmission standard, Hydra-Matic optional. Low-pressure, tubeless, 7:60 x 15 tires standard. All-steel Body by Fisher. Push-button inside door locks. Crank-operated Ventipanes. Automatic interior dome lighting. Ash tray and arm rests. Over-all length: tail gate open, 217.7 inches; tail gate closed, 204.3 inches. Over-all height: 59.6 inches with passengers. Loading space back of front seat: length at floor with rear seat folded, tail gate closed, 73.3 inches; length with rear seat upright, tail gate closed, 49.2 inches. Tail gate open adds 26.5 inches to length of floor. Width loading space opening (mean), 41.8 inches.

1955 860 Station Wagons

High-performing Strato-Streak V-8 engine with 8.0:1 compression ratio; maximum brake horsepower 180 at 4600 rpm, maximum torque 264 lbs.-ft. at 2400 rpm. Optional 4-barrel carburetor system raises horsepower to 200 at 4600 rpm, maximum torque to 278 at 2800 rpm. 12-volt electrical system with 9-plate battery. Rugged four-way cantilever X-member frame. Vertical king pins, parallel rear springs. Recirculating ball steering with over-all ratio of 25:1. Hotchkiss Power-Cushion Drive. 12-in. front brakes, 11-in. rear brakes. Synchromesh transmission standard, Hydra-Matic optional. Low-pressure, tubeless, 7:60 x 15 tires standard equipment. All-steel Body by Fisher. Push-button inside door locks. Crank-operated Ventipanes. Automatic interior dome lighting. Arm rest on front doors. Over-all height and length, tail gate open and closed, same as 870 Station Wagon. Loading space back of front seat: rear seats removed; length at floor, 90.4 inches. Loading space back of second seat: rear seat removed; length at floor, 53.7 inches. Tail gate open adds 21.4 inches to length at floor. Width loading space opening (mean), 42.6 inches.

Pontiac Motor Division of General Motors Corporation reserves the right to make changes at any time, without notice in colors, materials, equipment, specifications, prices and models—and also to discontinue models. The right is also reserved to change any specifications, parts or equipment at any time without incurring any obligation to equip same on cars built prior to date of such change. White sidewall tires shown are not standard equipment but are available at extra cost.